

SCHOOL FARMS IN RURAL EDUCATION

Starting Right at the Beginning; Practical Workings of Idea.

PROBLEM THAT CONFRONTS US

How to Feed 200,000,000 People—Country Must Do More and Better Farming—Make the Plow More Attractive and More Profitable.

BY ZEBULON VANCE JUDD, Superintendent of Schools, Wake County, N. C.

James J. Hill, in his "Highways of Progress," asserts that "the country is approaching the inevitable advent of a population of one hundred and fifty to two hundred millions within the lifetime of those now grown to man's estate, with a potential food supply that falls as the draft upon it advances." He then pertinently asks: "How are these people to be fed?" A situation so tersely put by Mr. Hill becomes more intensified when we recall that during the last decade, while the population of the United States increased some fifteen millions, this increase was almost entirely limited to the cities. Many farming sections actually lost. The answer to Mr. Hill's question involves the solution of two problems, viz.: First, how to improve methods of farming; second, how to improve the conditions under which the farmers live, thereby holding a larger number of our people to the farm.

If, as Mr. Hill indicates, farming is not only the biggest of all industries, engaging the activities of more than 50 per cent. of our people, but is also the most common mode of living—then all people, city and country alike, to be roundly educated should know something of farming.

However this may be, it is imperative that those people who live on the farm and make their living by farming should know better how to prosecute their daily vocation in order that they may increase the annual output from their farms, that they may have a greater share of the comforts and luxuries, and that they may find happiness in a enriched rural life. It is imperative, therefore, that country children be taught not merely agriculture, but farming, which includes the science of agriculture and the agriculturist's mode of living.

Let us begin with the agricultural instruction on college level is now fairly well provided for all who have the aspiration, the means and the opportunity to obtain it; but only a very small percentage of our farmer boys ever reach college, and when they do, they find that the standards of worth frequently defect them into the professions. Many of the city high schools and a few of the recently created rural high schools are now offering specific training to all who succeed in getting the far in their education; but the college, and even the high school, is, for the most part, far removed from the masses of the people, where the courses of instruction might be influenced by the needs and wants of the people, and where the people, outside of the small group enrolled as pupils in the schools, might be reached and influenced by the school. The school, to be of greater service, must stand at a point where these interacting forces may have full play.

In education, at least, there has as yet been invented no system of wireless telegraphy whereby the wants of the people can be made known to the school at long distance, to the end that the school may form its curriculum and shape its policies to supply those needs.

The conviction deepens that the real problem of education is so to analyze and understand the processes of living that they may be turned to account and made the means of education.

The elementary school, therefore, seems to be the place where the great battle with agricultural ignorance must be fought out, and where the impetus must be received that will carry the boys and girls up through the high school and into the college, eager for adaptable information that will enable them to find contentment, happiness, health and prosperity in comfortable rural homes.

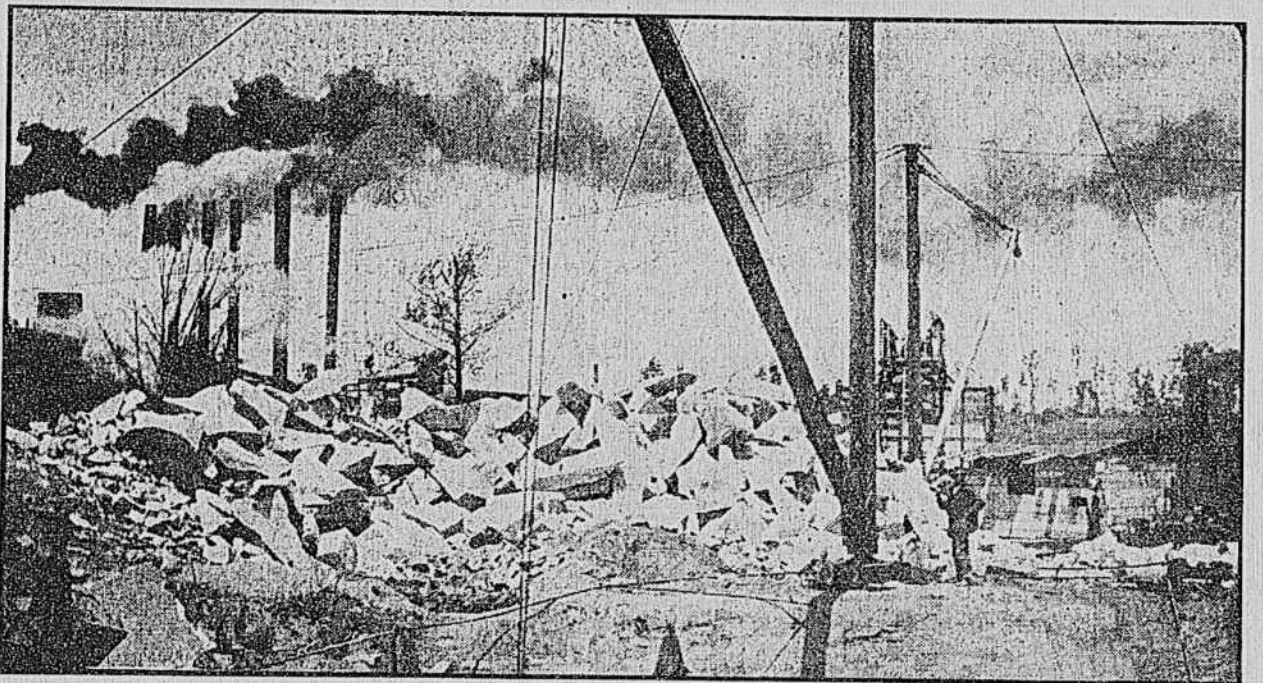
The school farm, therefore, seems to be the place where the battle with agricultural ignorance must be fought out, and where the impetus must be received that will carry the boys and girls up through the high school and into the college, eager for adaptable information that will enable them to find contentment, happiness, health and prosperity in comfortable rural homes.

It has often been said that in the scheme of education there is an exception to the general rule that life flows from the ground upward, and that here influence goes from the colleges and universities downward. Be this as it may, we are confronted with the fact that the great majority of our people never reach the college, to say nothing of graduating, or even entering the high school. In Wake county, which I suppose is about an average county in North Carolina, there were enrolled 5,628 white children, of which number only 402 were in the seventh grade, and only 246 in the high school grades. The colored race made even a poorer showing. Here the enrollment in the seventh grade was 70. Only 12 were enrolled in the eighth grade, and none above.

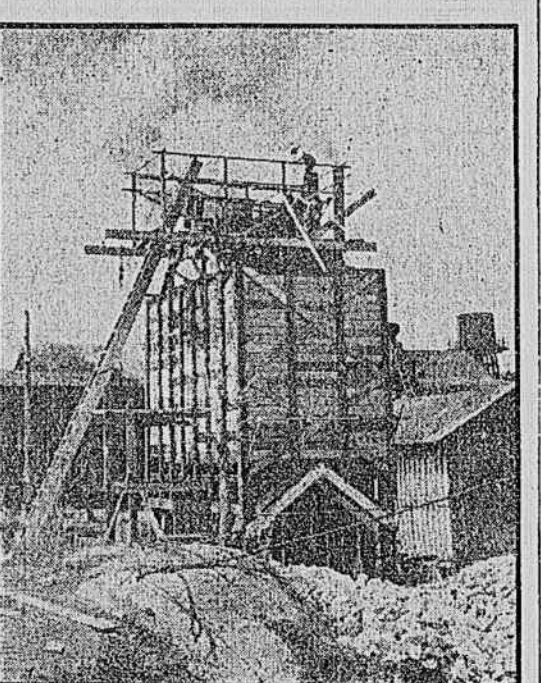
It would be well, therefore, to consider in our educational policies some means whereby the children of all the people may be touched and quickened in such a way that more of them will aspire to pursue higher courses of instruction, and with a more definite notion as to what end they will use this higher instruction. Again, so that they may not continue in school may receive some definite benefit from the few years they do attend. Again, for our people on the farms we must consider some measures whereby study and learning will not end with school days. With professional men there is a continuation of study throughout their career. That institution which would be of greatest service to the country people must embrace all the people of the community from childhood to old age.

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VIRGINIA GRANITE FOR RICHMOND POST-OFFICE



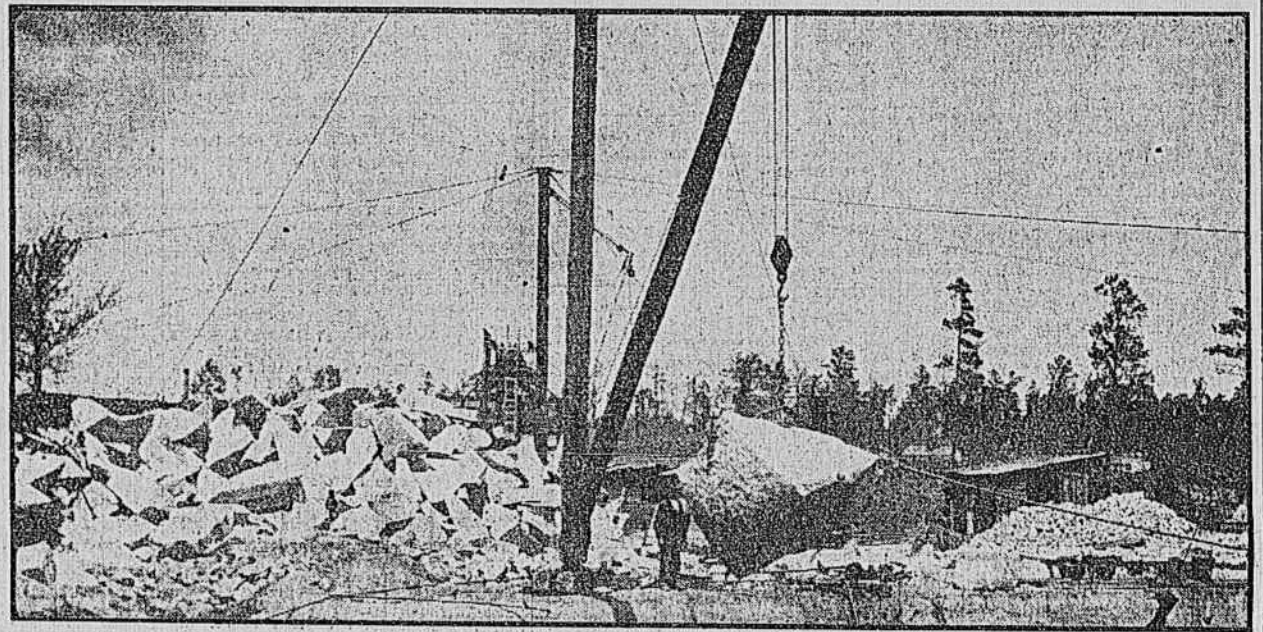
IN THE BUTTERWORTH QUARRIES.



THE BIG STEAM CRUISER.



BUTTERWORTH'S BIG BANK.



LIFTING GRANITE FROM QUARRY.

VIEWES AND NEAR VIEWES; HINTS AND SUGGESTIONS

The Rural Farm School—Indorsed by Home Folks. A Real Fish Story—Hint to Richmond Drummers—New Interpretation of the Temptation—Minor Views.

BY FRANK S. WOODSON, Industrial Editor.

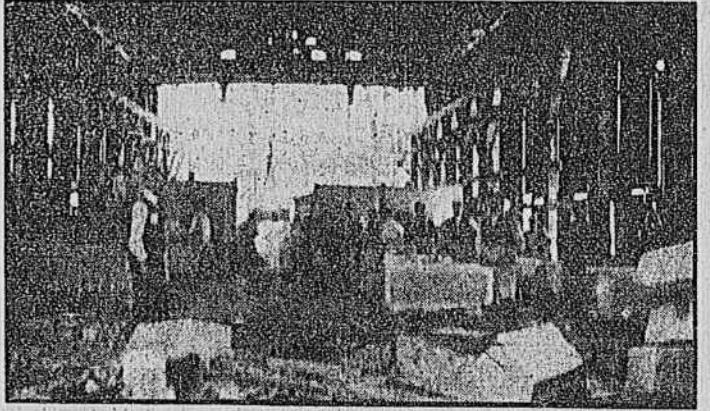
At the great meeting of the Southern Educational Association in Chattanooga a few days before last Christmas Zebulon Vance Judd, a young man of North Carolina, the superintendent of schools for the metropolitan county of Wake, read a paper telling in a modest way about the rural school farm plan, which it seems he was the father of, although he was too modest to claim as much in the paper he read. I happen to know, having obtained the information from another source, that the school farm in Wake county, North Carolina, which was really instituted by Mr. Judd, and in the management of which he is most ably assisted by Miss Edith Royster, a twentieth century practical educator, has proven a wonderful success along the lines of the paper read before the Chattanooga convention. In another column in the Industrial Section Mr. Judd's paper is given in full, a copy having been kindly furnished by a friend. It is quite a lengthy document, but every line of it is interesting, and it is published for the information and instruction of Virginia farmers and county school authorities. It may be said also that it is good for their guidance. We are doing great things in Virginia, looking to the making of farm life more attractive, and it is published for the information and instruction of Virginia farmers and county school authorities. It may be said also that it is good for their guidance. We are doing great things in Virginia, looking to the making of farm life more attractive, and it is published for the information and instruction of Virginia farmers and county school authorities. It may be said also that it is good for their guidance. We are doing great things in Virginia, looking to the making of farm life more attractive, and it is published for the information and instruction of Virginia farmers and county school authorities.

A Home Indorsement. Since writing the above the Raleigh Times comes to hand with an editorial, which reads as follows: "The Wake county school farms are among the best assets of the county as a whole, as well as of the schools in particular which operate them. They are a good advertisement for the county and a good example of its progressiveness. With but little expense they add materially to the school fund of the district or furnish money that may be used in various ways for the benefit of the school by the respective communities. They also, we feel sure, strengthen the community interest and increase local pride, which is a mighty good thing for any community to have, and without which there will not be much growth. There are twelve of these school farms in the county, and it is estimated that an average of about 100 people gave personal service to each farm. That shows that all the neighborhood takes an interest in them. From a financial standpoint they were successful last year, the average income being about \$75. The product of one school, the Bay Leaf, of which R. C. Davis is principal, brought \$183.01. The Holly Springs School, Mrs. D. F. Norris, principal, came next with \$184.73. The majority

of the others were around about \$50. The showing all around is a good one. County Superintendent Judd is a mighty good man for the place he occupies. In promoting and encouraging these school farms he has hit upon a new and intensely practical plan of encouraging education and bettering the schools of the county."

Fishing in Virginia. That was a very interesting story about fishing in Virginia waters that was written for last Sunday's Times-Dispatch by Mrs. Jane Blackburn Lee, and the beauty of it was that it was not what we usually term a "fish story." It pictured vividly the fish business as a great Virginia commercial proposition, or what may be made a big commercial proposition. Truly the waters that fall back upon the shores of Virginia contain great wealth for the people who know how to seine or net or hook it out. Virginia's fish business is not altogether a sport, although there is a vast deal of sport in it, but it is a mighty asset, the immense value of which has not yet been fully realized. Of course, a great many people live by the business of fishing in Virginia waters, but they do not live quite as well as they might. Fish is the best of food, and no people on the earth are in better position to grow rich furnishing that food than the people of Virginia who live along the waters that wash its Eastern shores and that flow from the mountains into the sea. The fishermen of Virginia ought to be among the richest of the people of the Old Dominion. Some day they will be when they learn to do business on strictly business principles. The fishing season is now on, and the indications are that the business will be more profitable this year than ever before. The fishermen are learning a few things.

Hints to Richmond Jobbers. The country that is penetrated by the Seaboard Air Line Railway from Richmond to the North Carolina line is a fine country. It is a very fine country beyond that line, but the part mentioned is all that just at this moment is under consideration. I was down in that country the other day, and while waiting at a station for a train a country merchant accosted me, and here is what he said: "We rarely ever see a Richmond drummer in these parts. Wonder if Richmond knows anything about this section, anyhow. Petersburg and Norfolk know something about us down in these hollows, especially the former, and those towns are getting some fine trade from Dinwiddie and Brunswick and Mecklenburg counties, a heap of which would like to go to the capital city if it was duly invited." I can't imagine a derelict Richmond drummer, but I judge from some



IN THE DRESSING SHEDS.

BUSY DAYS DOWN IN OLD DINWIDDIE

The County Taking the Lead in the Matter of Good Roads.

BIG WORK IN QUARRIES

Busy Men Furnishing Stone for Richmond's New Post-Office and Other Work.

BY FRANK S. WOODSON.

Butterworth, Va., May 4.—In this good part of Dinwiddie county the long delayed spring has budded out in all of its glory, the dogwoods are at last in blossom, the highland meadows are scattered out over a space of five miles, being on both sides of the village. One force is at Stony Creek, two miles north, erecting a splendid bridge over that stream. Another force is grading and making the sand-blend road to the north of the village. Dinwiddie a Leader in Good Roads. This road is a continuation of the splendid highway from Petersburg

MERGER PROPOSED FOR COTTON MILLS

Committee Appointed by Hard Yarn Spinners to Consider Matter.

NEW INDUSTRIES OF WEEK

Developmental Announcements From Various Sections of South.

[Special to The Times-Dispatch.]

Baltimore, May 6.—The fourth one of the mergers of Southern cotton mills proposed since the first of the year was considered this week by a large number of hard yarn spinners of North Carolina and South Carolina at a meeting at Charlotte, N. C., in which 100,000 spindles were represented. The proposed merger looks to the organization of a corporation capitalized at \$3,000,000, including stocks and bonds, to merge Southern mill companies operating about 1,000,000 spindles. At the Charlotte meeting it was decided to appoint committees to visit the various mills and to submit the merger proposition to directors of the companies. Robert S. Reinhardt, of Indianapolis, N. C.; C. E. Barnwell and J. E. Sirrine, of Greenville, S. C.; Frank L. Underwood and Leonard Paulson, of New York; Lockwood, Greene & Co., of Boston, and others are leading in this movement. Another corporation, the Woodside Cotton Mills Company, of Greenville, S. C., is being organized with a capital stock of \$3,000,000 to consolidate three companies controlled by John S. Woodside and his associates—the Woodside Cotton Mills, of Greenville; the Fountain Inn Manufacturing Company, of Fountain Inn, S. C.; and the Simpsonville Cotton Mills, of Simpsonville, S. C.

REAL ESTATE AND BUILDING NEWS

Sales of Realty Not So Very Large—Many Small Deals Reported.

SUBURBS SHOW UP VERY WELL

Activity Largely Confined to the Out-of-Town Properties—New Suburbs Showing Up.

For some reason that yet needs explanation, the real estate agents seemed to have entered into a tacit agreement to keep mighty quiet last week. The agents seem to have kept faith, one with another. Certain it is, that they kept mighty quiet yesterday when the man of news went about among them to gather facts for the real estate column of the Industrial Section.

"Nothing doing" was the expression that bobbed up against the reporter's interrogation mark in almost every office in which it was chalked yesterday morning. The reporter's interrogation mark refused in some instances to be pulled down or chalked out, and insisted upon something more definite.

An Explanation. "Don't you know," said one of the agents, "that this is the mid-way season, the time when we are winding up the winter's business and arranging for the spring business and setting plans for the coming rental business, and all that kind of thing? Don't you know that this is the time when the folks who want to borrow money and get further time on what they have already borrowed are calling around, and don't you know that this is the time when the renters are coming around to demand repairs on houses and improvements of water pipes and sewer connections, and all of that kind of thing, demands that only the big bosses can attend to, and therefore the time for the big bosses to be away from home, the time for them to go fishing or duck hunting or anywhere else to get out of the way and leave us poor devils of junior partners and clerks here to answer these complaints, and give no kind of satisfaction? Don't you know a thing or two?"

Sometimes, oftener than otherwise, one little old deed, by swaps and trades and transfers and all that kind of thing, serves for as many as a dozen trades in a small amount of real estate. These are tricks that the city fellows have caught on to. The average countryman has not caught on, and the excessive fees and the absurd "recording tax" are still burdens to the man in the country who is not up to the tricks of the trade. Virginia is just a half century behind the times in some respects, especially in this matter of fees and special taxes on papers to be recorded.

But what has all of this to do with

Views of an Expert. In this connection I can do no better than to quote right straight from a letter just received from one who has this interest, versus it in road, or He says: "This Northern Neck road, whatever you want to call it, will not go into an undeveloped country, but the road will very materially add to that development already on. "The very first ten miles of this construction will add to the trade of Richmond, and the opportunities and advantages of business will be increased. Most of the land lying on both sides of the proposed route will immediately come into the market, and as the country for some distance around Richmond has already been pretty well settled up, it will offer great opportunities to our real estate people for a new field of operation, and therefore very materially increase the wealth and prosperity and business of the people and the road.

RAILROAD TO THE NORTHERN NECK

It Must Be Built, and Richmond Must Help to Do It.

THE GOOD WORK GOES RIGHT ALONG

Richmond Will Raise the Money, but It Should Do It Quicker. Bankers May Guarantee the Fund—Advantages to Richmond—Views of an Expert.

The Northern Neck Railroad, that is to say, the road that is proposed to be built from the counties of the Northern Neck of Virginia, across the country to Doswell, where the Chesapeake and Ohio and the Richmond, Fredericksburg and Potomac roads run into each other, and where is thus formed a competing point, a point that competes for freight rates and passenger rates and the other kinds of rates, is getting to be a reality.

If I remember aright, the promoters of this Northern Neck railway proposition put the thing right square up to Richmond, and in so many words said to the powers that here be: "If you want to get into the Northern Neck, and you want the trade of that rich section, which trade now goes to Baltimore, because it has nowhere else to get to, and gets there by an awful slow route, all you have to do is to shell out the money and let us get in railway connection with Richmond. All that was asked of Richmond was \$150,000, the same to be Richmond's contribution to the capital stock of the railway company, and which may in time come back to Richmond investors in the way of dividends and other kinds of profits. It may come back even sooner in the way of trade.

No Such Word as Fail. There were enthusiasts who thought that Richmond ought to take this proposition right up at a moment's warning. Well, Richmond did take it up, and took it up with a promptness that is characteristic of Richmond, and Richmond is not going to let it fall through.

The people in the Northern Neck section of Virginia need not be alarmed. Richmond is going to come to the front with the \$150,000 asked for. Perhaps it would have been better had our Northern Neck friends asked for even more. But our Northern Neck friends must be a little patient. Richmond is conservative, maybe a little slow, but it gets there all the same.

The work of raising this money is in the hands of the Richmond Chamber of Commerce, and that establishment knows no such word as fail. The various committees are making good progress. The importance of the movement has never been lost sight of, and the interest in it has not in any way been diminished by or on account of the much time that the committees are taking up in working out the plans. The work is going right along.

Why This Slowness? A work like this and the business propositions that are attached must often have the consideration of boards of directors and executive committees of big concerns, and all that kind of thing. Some of these boards are not a few of these committees have their home offices in cities and financial headquarters beyond Richmond. Therefore some time has to elapse in many cases before the contributions to the capital stock can be announced from the offices of some of the biggest concerns in Richmond. There is no doubt, however, that the big concerns in Richmond, that have headquarters beyond, are going to be large subscribers to the capital stock of the Northern Neck Railroad, and the stock can be sold for the \$150,000, but maybe we had better not be too sure of what the big companies and the combines are going to do. In the meantime let's be doing a little ourselves. The little sometimes turns the scale, and the big finally gets down to hard pan. The Richmond banks will underwrite the whole thing.

In the meantime let us think about the road that is to be built, and as we think about it as a business proposition too much stress cannot be laid upon the peculiar advantages that must naturally accrue to Richmond from its building.

Views of an Expert. In this connection I can do no better than to quote right straight from a letter just received from one who has this interest, versus it in road, or He says: "This Northern Neck road, whatever you want to call it, will not go into an undeveloped country, but the road will very materially add to that development already on. "The very first ten miles of this construction will add to the trade of Richmond, and the opportunities and advantages of business will be increased. Most of the land lying on both sides of the proposed route will immediately come into the market, and as the country for some distance around Richmond has already been pretty well settled up, it will offer great opportunities to our real estate people for a new field of operation, and therefore very materially increase the wealth and prosperity and business of the people and the road.

"Richmond, indeed, stands very much in need of just such territory. Its present back country is not rich enough to afford any very great remuneration from the farms, and there is absolutely an absence, except a few isolated saw-mills, of any small manufacturers.

"As soon as this road reaches Ayletts it will immediately be put in touch with considerable lumber, the amount of country produce, especially hay, corn, wheat and tobacco, that will come to Richmond. This will be further increased many fold in every line by the time the road reaches the Rappahannock River, the road crosses the Rappahannock into the

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